

## Message Text

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17

ACTION EUR-12

INFO OCT-01 IO-10 ISO-00 TRSE-00 CIAE-00 DODE-00 INR-05

NSAE-00 PA-01 RSC-01 USIA-06 PRS-01 SP-02 L-02 CPR-01

FBIE-00 SY-04 OC-01 CCO-00 SCA-01 /048 W

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R 180800Z DEC 74

FM AMCONSUL LENINGRAD

TO SECSTATE WASHDC 0923

USMISSION USUN NEW YORK

INFO AMEMBASSY MOSCOW

LIMITED OFFICIAL USE LENINGRAD 1249

EO 11652N/A

TAGS: CGEN, PFOR, ACOM, UR, US

SUBJ: TREATMENT OF AMERICAN OFFICIALS MEETING COURIERS IN LENINGRAD

REF: USUN 5958

1. CONGEN LENINGRAD IS IN MIDST OF SKIRMISH WITH LOCAL AUTHORITIES OVER ACCESS TO AIRCRAFT BEARING OUR COURIERS AND POUCHES FROM HELSINKI. WE MAKE ONE AIRPORT EXCHANGE OF CLASSIFIED PER WEEK.

2. CURRENT PROCEDURE IS FOR C&R OFFICER, ACCOMPANIED BY RUSSIAN-SPEAKING OFFICER, TO BOARD AIRPORT BUS AT TERMINAL AND PROCEED TO AIRCRAFT ALONG WITH SOV CUSTOMS/IMMIGRATION PERSONNEL. COURIERS DEPLANE, HAND PASSPORTS TO IMMIGRATION (BORDER TROOPS) COMMANDER, EXCHANGE MATERIAL WITH LENINGRAD PERSONNEL, AND REBOARD AIRCRAFT AFTER RECEIVING PASSPORTS BACK FROM IMMIGRATION PERSONNEL AT PLANESIDE. LENINGRAD PERSONNEL HAND TO CUSTOMS AT PLANESIDE THE MANIFESTS LISTING OUTGOING AND INCOMING POUCHES BY WEIGHT AND SERIAL NUMBER. ALL HAS GONE WELL RECENTLY, SO LONG AS MATERIAL CAN BE ACCOMMODATED IN CABIN.

3. OUR PROBLEM LIES WITH POUCHES TOO BIG/HEAVY TO GO IN CABIN

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WITH COURIERS. AIRCRAFT PARKS IN SUCH A WAY THAT CARGO DOORS

ARE NOT VISIBLE FROM TERMINAL BUILDING WHEN CONGEN PERSONNEL ARE SITTING ABOARD BUS. EXIT STAIRS FROM AIRCRAFT ARE FREQUENTLY PUT IN PLACE ONLY AFTER BAGGAGE PERSONNEL ALREADY HAVE CARGO HATCHES OPEN AND HAVE STARTED TO UNLOAD BAGGAGE. ON DEPARTURE, IF MATERIAL HAS BEEN LOADED INTO HOLD, CONGEN PERSONNEL WATCH POUCHES IN AS LAST BAGGAGE LOADED AND RETURN TO CONGEN VEHICLE PARKED OUTSIDE FENCE TO WATCH AIRCRAFT UNTIL IT TAXIS AWAY, THOUGH OBSERVATION IS VERY SUPERFICIAL AS VEHICLES LOCATION PREVENTS SEEING CARGO HATCHES WELL. IN ADDITION TO OBVIOUS SECURITY HAZARD OF UNWATCHED POUCHES, WE HAVE PHYSICAL HANDLING PROBLEM WHEN WE HAVE BIG SHIPMENTS INBOUND AND/OR OUTBOUND. LENINGRAD DIPLOMATIC AGENCY (BRANCH OFFICE OF MFA), HAS TOLD US WE CAN HAVE A "DEDICATED" BAGGAGE CART FOR BIG SHIPMENTS, BUT THE AIRPORT AUTHORITIES HAVE NOT YET BEEN ABLE TO COME UP WITH ANYTHING WHEN WE NEEDED IT.

4. AS PROPOSED SOLUTION TO ALL OUR PROBLEMS, WE ASKED DIPAGENCY ON DECEMBER 12 TO ARRANGE DIRECT ACCESS TO PLANE FOR CONGEN PERSONNEL EITHER IN OUR VEHICLE OR OUR VEHICLE ESCORTED BY AIRPORT VEHICLE OR PERSONNEL FOR SAFETY REASONS. EITHER WOULD GIVE US BOTH OBSERVATION AND BAGGAGE HANDLING CAPABILITLITES.

5. DIP AGENCY REPRESENTATIVE TOOK NOTE OF OUR VIEWS AND PROMISED TO CONVEY THEM TO "APPROPRIATE" OFFICIALS. WHEN WE CAN EXPECT RESPONSE IS UNCLEAR.

6. COMMENT: OBVIOUSLY OUR INTEREST HERE LIES IN GETTING SATISFACTORY ARRANGEMENT WORKED OUT TO PROTECT SECURITY OF POUCHES AND HEALTH OF OFFICERS MEETING PLANES FOR POUCH EXCHANGES DURING BITTER WINTER WEATHER. IT WOULD BE HELPFUL TO US TO HAVE DESCRIPTION OF EXACTLY WHAT PRIVILEGES (EG AIRPORT PASSES) ARE ENJOYED BY SMUN PERSONNEL APPARENTLY ENGAGED IN THE SAME KIND OF AIRPORT EXCHANGE WE ARE MAKING HERE.  
NEUBERT

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## Message Attributes

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